

PROPOSED INDUSTRIAL SURVEY OF HIGHWAYS LOOMS IN IMPORTANCE

A agitation by transportation experts for a movement to secure industrial surveys of highways, particularly those linking towns and communities, for the purpose of ascertaining their adaptability to motor truck transportation for short haul duty as a relief to congested railroad conditions has aroused a wave of interest among shippers, manufacturers and truck makers. The general consensus of opinion of those interested men who know the importance of the transportation system in the country's commercial activity is that the plan will do more than any other factor to solve the shipping problems with which big business is confronted.

Truck Makers Favor Project. Motor truck manufacturers, who probably are in a better position than anyone else to visualize the national transportation needs and who know the tremendous demand for trucks to handle interstate and intercommunity hauling, are unqualifiedly in favor of the project. One of the strongest recommendations for it has been given by E. A. Williams, Jr., president of the General Truck company at Lima, O., whose plant is one of those that have been overtaxed with sales that have outstripped production.

"The plan is one that should be acted upon immediately," Mr. Williams said. "It will, of course, afford permanent relief from railroad congestion, but it is drastically needed right now to take care of the situation that will prevail during the next few years."

"Railroads are not in normal shape. Private owners, to whom they recently have been returned after more than two years of government control, will be hampered by red tape in restoring conditions that will over approach normality. In the meantime the motor truck must fill in the gap left in transportation facilities."

Freight Shortage Serious. "The freight car shortage now, according to official figures, is nearly 80,000 cars. That in itself is an appalling problem to think about. For-

mer director general of railroads Walker D. Hines, in authority for the statement that the next several years will see an avalanche of railroad traffic on account of the resumption of the many construction and kindred activities which were held in abeyance or went undone during the war because of public needs."

"The truck overcomes the expense in cash time and labor of loading, unloading and handling of short haul freight and express shipments. This is the greatest form of relief to railroad terminal congestion. An eminent railroad man was quoted recently in 'Railroad Age' as declaring that insufficient terminal facilities constitute one of the weakest links in the national railroad system."

As yet a definite movement for a country wide industrial survey of highways has not been launched. The plan has been employed very successfully, however, in scattered communities.

ROAD TO PECOS NOT AS GOOD AS WAS MONTH AGO

The Pease Sales and Service company reports the sale of a Paige Glendora model to C. W. Goodale, of Pecos, Texas. John Allen, of the local company, made the delivery in Pecos on Thursday, having driven the car over the road in a little less than two hours. Mr. Allen says the road to Pecos is nearly as good as it was a month ago.

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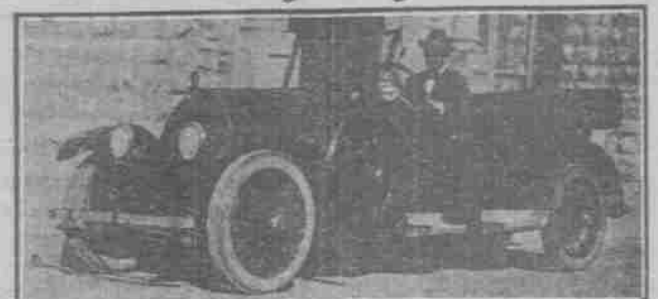
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The Red Mystery Unveiled



ONE of the hits of the auto-show, the Re Vers speedster with the Duesenberg motor of the same type that made 156 miles per hour at Daytona beach this week. This car is now owned by T. J. Burchell, of Kansas City, a visitor in El Paso. Roy Lester, the local Re Vers dealer, is at the wheel in the picture.

Motor Truck Proves Value During Strike

The latest bulletin issued by the Goodrich travel and transport bureau states that during the railroad strike the motor truck again gave conclusive proof of how indispensable it has become to the welfare of the country. When railroad transportation failed, the motor truck saved the day, supplying cities with the necessities of life. Without the trucks there would have been untold hardship and suffering. As it was, the country weathered the strike without disastrous effects.

The bureau reports that effective organizations to supervise truck transportation were clearly shown during the strike. However, in most places the trucks were operated by their individual owners without any central direction, with the natural result that the best results were not obtained. Cities which perfected an organization for handling the work were well repaid for their labor.

El Paso Auto Dealers Feeling Freight Tieup

The freight tieup recently in the north is beginning to be felt by the automobile dealers of El Paso. Gordon Perry, of the Lone Star Motor company, received word that no freight cars would be available in Detroit for several weeks. He used the wires extensively and located several automobile cars in the vicinity of Chicago and immediately dispatched a crew north to drive the cars from Detroit to Chicago's suburbs and there load them for El Paso.

BITTICK TO INTRODUCE "STEPHENS" IN TERRITORY

P. M. Bittick, of the West Texas Motor company, is leaving today for Dallas, Texas, where he will confer with the southern Stephens Sales and Service company relative to getting a supply of this new car for El Paso. Mr. Bittick is laying plans to introduce this highly "torqued" car into this territory in a manner somewhat new and unique. He will not say just what the scheme is, but intimates that it will either prove or disprove the reliability of the Stephens beyond any question of a doubt.

BOYS TAKE SCOUT TRIP. Phoenix, Ariz., May 1.—Sixty Boy Scouts, representing a half dozen organizations, have returned from a scout trip to Roosevelt, with a mid-way camp on Salt river at Mormon flat. Their transportation and natural history instruction during the trip were provided by state game warden Joe Froehlich and discipline was in the hands of scoutmaster Lelton Shaw.

Garden Seed—Fresh and full of life. El Paso Seed Co., 523 E. San Antonio street—adv.

Expects U. S. To Have 15,000,000 Autos By 1930

"The records show there are six and one-half million automobiles and trucks in use in the United States at the present time, and in the next ten years the number will undoubtedly exceed fifteen million," said U. S. Cook, of the Garrett Motor company, of El Paso. "License fees and taxes paid into the coffers of the 48 states now approach one hundred millions annually. Federal and state highway funds are being expended for great expansions of roads and highways costing hundreds of millions of dollars. The United States is now a nation of automobiles in the rural regions. Transportation in the world was motorized to a large extent by American cars and trucks which made good and brought acknowledgment from all the peoples of Europe and generally of their equality to the best standards of European nations. No other country can be referred to as having a car industry so significant in foreign countries. Europeans admit that in design, quality and performance our cars are as good as their own, and in support of their opinion they are incorporating the number of cars and trucks in use in the United States is about four times the total number in use in Europe and all other foreign countries combined."

Third Industry in U. S. "The automobile industry in the United States, now ranking as the third largest industry, is in an extremely favorable position to export cars and trucks to all the markets of the world, and in fact, it must depend on these markets to take its surplus production when normal conditions are resumed, if it is to operate at maximum capacity, which is now estimated at three million cars per annum. Great are the possibilities of this export business, which in time all civilized countries will be motivated as we are, and American cars will predominate in the world in this great evolution of modern times in which mechanical transportation replaces animal power and has served man so faithfully through all the ages of civilization."

Government Must Act. "It is true that exports from the United States will be controlled by the ability of our foreign customers to pay upon delivery of their dollar exchange, and for that reason great concern is felt by American manufacturers over the premiums

WHEELBACK TO SELL TIRES

As a result of one of the largest deals in the history of the tire industry, between all states, all states, Swinchart tires will be brought to the southwest by Wayne Murray and George Danaher, doing business as Murray & Danaher.

The association of these men and their contract to handle Swinchart tires is not accidental. Each of them started business in the southwest and their paths crossed many times as they achieved prominent positions in the automobile and tire industries.

During the war Murray served with the government in the procurement division—automobile tires, spare parts and accessories. He was in charge of the purchase of automobile and truck spare parts and accessories for the military and naval service. While in this capacity Mr. Murray had opportunity to observe the service given by the tire to all the government vehicles. It develops that of all tires supplied to the government for war service Swinchart tires alone had no rejections and no adjustments.

Quite Banking Corporation. Mr. Murray was at one time manager of the Bank City branch of the Michelin Tire company, in charge of the entire southwestern territory. In 1916 he organized the Swinchart company of Texas. In 1915 he left the southwest and was manager in turn of the Chicago branch of the Swinchart company, the Nash Distributing agency, of Chicago, and of the Detroit branch of the Swinchart company. He now resigns the vice presidency of the Guarantee Banking Corporation, of Chicago, to come to Texas.

As far back as 1915 Mr. Danaher was in the southwest territory of the Maxwell Motor company. Later the E. M. F. was added under the firm name of Murray & Danaher. That was another Murray and another story. While at Little Rock, Mr. Danaher later handled Quaker and Quaker tires. Then he too left the southwest and was at different times general manager of the Memphis Motor car company and the Southern Motor company at Louisville. Later he acted as southeastern division manager for White-Overland and as manager of the Minneapolis branch of the Maxwell Motor company. From 1917 to 1919 he was in charge of the service of the government in 1919 he was truck sales manager of the Maxwell Motor company, after which he was in charge of the Northwestern headquarters of the Guarantee Banking Corporation, and while with this concern was again connected with Wayne Murray.

now commanded by the dollar in most foreign markets. Something must be done by the government, through the Federal Reserve Board, to reduce these premiums and restore normal rates of exchange. The American automobile industry will be one of the greatest beneficiaries in the stimulus to foreign trade of the war.

Hardly seems necessary to say anything about the domestic demand for cars and trucks. It is apparent that such demand is continuous and increasing with a constant upward tendency as population increases and good roads are built. The normal replacement of worn out cars is about one million cars per annum at the present time, and must be added the demand from people who buy a new car every year or so upon disposal of their old ones. These secondhand cars are easily marketed as a rule, and many of them are exported.

The Herald's Auto Quiz

This Week's Questions.

1. What does a grinding noise in the rear axle when the car is in motion indicate?
2. How does the radiator of a thermosyphon cooling system usually differ from that of a forced circulation system?
3. How can you tell electric light troubles from the dash indicator?
4. What is a one-unit electric system?
5. What will cause brakes to slip after they have been lightened to remedy this condition?
6. What are some common causes of rattles beneath the car?
7. What is meant by end thrust on a bearing?
8. What causes a knocking or clinking sound in the universal?
9. What is the cause of a heated planetary gear case?
10. How can the gear ratio of the rear axle be ascertained?

Answers to Last Week's Questions.

1. Easy steering of a car is made possible by means of gear reduction between the steering arms and hand wheel. These gears are essentially at the lower end of the steering post and are arranged so that the hand wheel turns faster than the arms, thus giving more twisting leverage.
2. The springs are not secured rigidly to the axle. Being in the cause of the tendency of the axle to revolve when brakes are applied, or when the car undergoes strain would be brought to bear on the springs, and therefore they are secured to a firm of collar which circles the axle and is bolted to it.
3. Brakes torque and driving torque mean the revolving motion the axle tends to assume when the car is being propelled or when brakes are applied.
4. A car with an oversteering frame

is one with the springs along above the axle. In an understeering car, the springs are along below the axle.

5. The extent of the heat at which a car with an oversteering frame can assume without danger of overheating is 45 degrees. An understeering frame car will assume a heat of 55 degrees before over turning.
6. Here are seven things which will cause a motor to knock: 1. Spark knock caused by too far advanced spark on slow speed. 2. Knocking caused by the crinkler and on piston. 3. Loose crankshaft bearing. 4. Loose connecting rod bearing. 5. Motor running too slow on high gear up hill on a heavy road. 6. Too much space between valve stem and push rod. 7. Overheating of motor.
7. Rubber hose is used instead of solid metal to connect the inlet and outlet of the motor water jacket and the radiator because of the independent vibration of each of the cooling system parts. Hose connections with vibration, white wash, or joints of metal connections would soon open and leak.
8. Fuel is fed to the carburetor when the carburetor is placed lower than the gas tank by means of air pressure created in the gasoline tank by vacuum or suction from an outside source. Another system is by use of the exhaust gas pressure.
9. The cause of one lamp not lighting or burning unsteadily while the other lights are burning properly are: Poor connections between battery and switch; defective fuse; poor connection between switch and lamp or at the lamp connection.
10. These five things will cause explosions in the muffler: 1—Overheated spark. 2—Inefficient spark. 3—Too lean a fuel mixture. 4—Misfire in the cylinder. 5—Leaky or sticking exhaust valves—Copyright, 1920, Thompson Feature Service.

Two Billions Return To Counties From Automobile Registrations

AUSTIN, Tex., May 1.—Proper maintenance of hard surfaced highways should be provided, according to state highway engineer R. J. Windrow, or the investment of bond issues in this way will be a dead loss to the counties of the state within a few years. Over \$1,000,000,000 is to be returned to counties of the state this year from automobile registrations to be used in maintaining highways, he says. His statement is as follows:

Text of Statement. "The fact seems to be quite general that when a hard surfaced road is completed that the road becomes a permanent structure and does not require further expenditure for maintenance. This idea is not altogether peculiar to the laymen, but is to some extent held by county officials. That this is a grave error and one which has cost the counties and states immense sums of money for reconstruction purposes is amply proved by the experiences of those states which have been pioneers in highway construction. The federal government, recognizing the very great importance of proper maintenance for improved roads has made it a requisite for federal aid that the states provide ample funds for maintaining roads for which federal money is allotted."

The Texas Procedure. "In Texas the funds for maintaining the designated highways for which state and federal aid has been allotted is derived from the registration fees for motor vehicles of every type. The approximate total amount of that fee collected for the year 1919 will amount to \$4,000,000. One-half of this amount is used for state aid in construction of highways and for maintenance of the highway department, and the other half is returned to the counties, in which the registration is made and constitutes a special fund and may be used for maintenance purposes only."

HAVE YOUR TIRES RETREADED THE FEDERAL WAY NEXT TIME

We guarantee the work to be first-class in every respect. Let our factory expert look your tires over—he will save you money.

Federal Tire Company, Inc.

Southwestern Distributors.

309 Texas Street. Telephone 742.

BUQUOR HOME FROM POLAND

John Buquor, of the Buquor Motor company, received a letter from his brother, Adolph, dated New York. Adolph Buquor is a member of the local company and has been with the army in Poland for the last two years.

Adolph writes from New York, where he landed about a week ago, that he is going to make a trip to Detroit, St. Louis and Atlantic City before returning to El Paso. He is expected here about June 1, when John Buquor will stage a regular Buquor welcome home.

OXWELD MAN IN CITY. L. E. Ogden, salesmanager of Oxweld Leathers company, of Chicago, has arrived in El Paso. He came here to inspect the new plant of the Southwest Oxweld company, on south Santa Fe street.

El Paso Seed Co.'s 1920 Catalog now ready. Write or call for a copy.—adv.

PERFECT HEALTH IS YOURS

If You Have Pure Blood.

To be in a continual state of good health is the greatest of all blessings, and more to be coveted than riches. Such perfect health is not possible, however, if your blood is impure and full of poisons. You may feel fine at times, but all the while the poisons are gradually undermining your whole system, and some day when it is too late you will find yourself a physical wreck.

You know—possibly your doctor has told you—that your blood is saturated with poisons. This condition is manifested by eczema, scurf, eruptive skin and similar diseases. Do you realize the seriousness of further neglect? Why not begin now, take Prescription C-2223, the treatment of a physician who made study of blood diseases? This treatment has relieved thousands. It's possible that you will secure equally as good results.

Suppose you do this—go to your nearest drugist today and get yourself a \$1.50 bottle of Prescription C-2223. If, after taking two bottles as directed, you have not received sufficient benefit to assure you of securing permanent relief, return the empty bottles back to the drugist and get the \$1.50 that you paid for the treatment.

In taking Prescription C-2223, something to regulate the bowels and assist in throwing off the poisons is necessary. 2223 Liver Pills were prepared especially for this purpose. They have certain tonic effects and do not sicken or grip. If your drugist will not supply you send his name and \$1.75 for one \$1.50 bottle of 2223 Liver Pills, and a tin box of 2223 Liver Pills. Write Dept. 126, 2223 Laboratory, Memphis, Tenn., for literature, 1920 Almanac and sample of the pills.

Prescription C-2223 Chronic Sores

WHITE TRUCKS

Until a make of truck has been operating a number of years it has had no chance to prove its life. It is still experimental. There are White Trucks eight and nine years old which have run 200,000 and 300,000 miles, and are still giving the best of service.

M. L. Naquin

Distributor White Trucks.

603 Montana St. Telephone 3486.

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—In—**CAST IRON AND ALUMINUM**

Take them to **Expert Welders**

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A Turner Weld Has Always Held.

900 Texas Street. Phone 3051. Out-of-Town Customers, Attention! We have the latest C. O. D. welding service in El Paso.

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With STAGGARD Studs

Prodium Rubber and Staggard Studs are the two things which make Republic Tires last longer.

Rubber toughened and strengthened by the Prodium Process resists wear in a really remarkable way.

The Staggard Studs present no sharp edges to be ground down rapidly.

The net result is slow, even wear—like the slow, even wear of good steel—and decidedly longer tire-life.

Our service equipment is available to motorists at all times.

Rio Grande Rubber Co.

DISTRIBUTORS.

411 Mesa Ave. Tel. 2560.

GOOD YEAR

Why We Sell Goodyear Tires

You rely on us to sell you good tires. If the tires we sell you fail our reputation with you is gone.

That is why we carry Goodyear Tires, Tubes and Accessories—we are absolutely sure that they will not fail to give you satisfaction. They get you there and they get you back.

Then we make your business doubly secure by rendering a real dyed-in-the-wool service. By regular inspection of your tires and real advice to you from time to time, we make it possible for you to get all of the miles out of your tires that Goodyear has built into them.

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